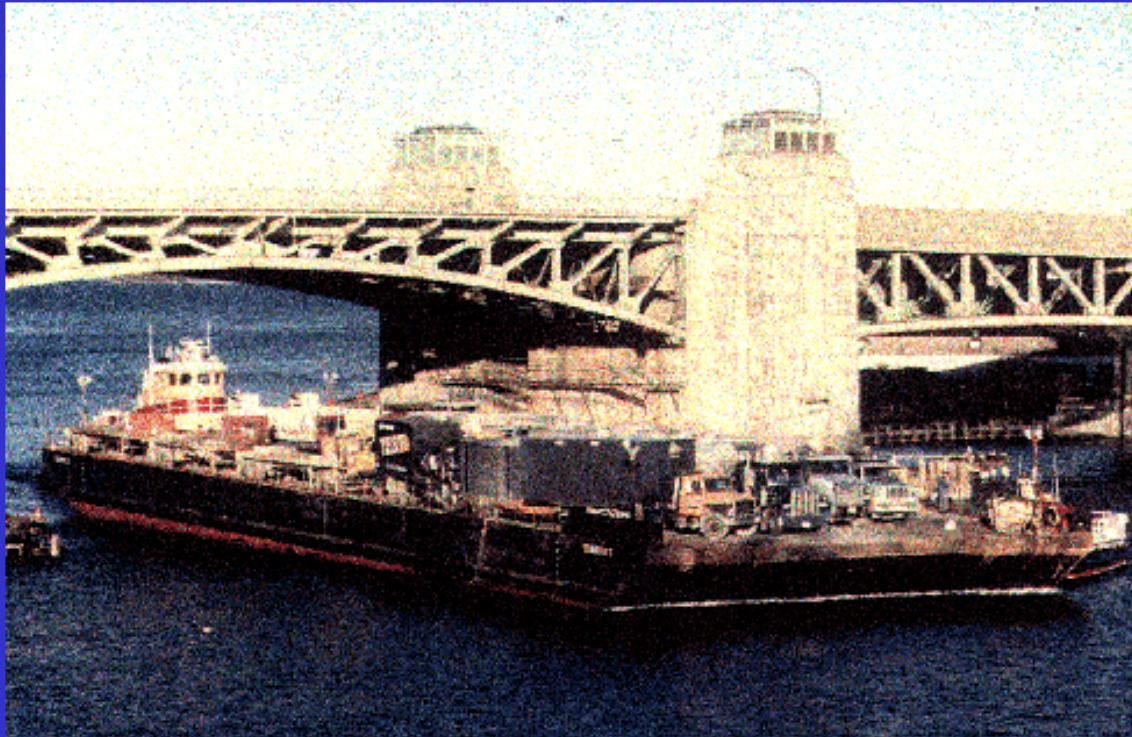


BRIDGEPORT'S EXPERIENCE IN DEVELOPING A CONTAINER FEEDER PORT WITH SHIPPING FACILITY AND SERVICE



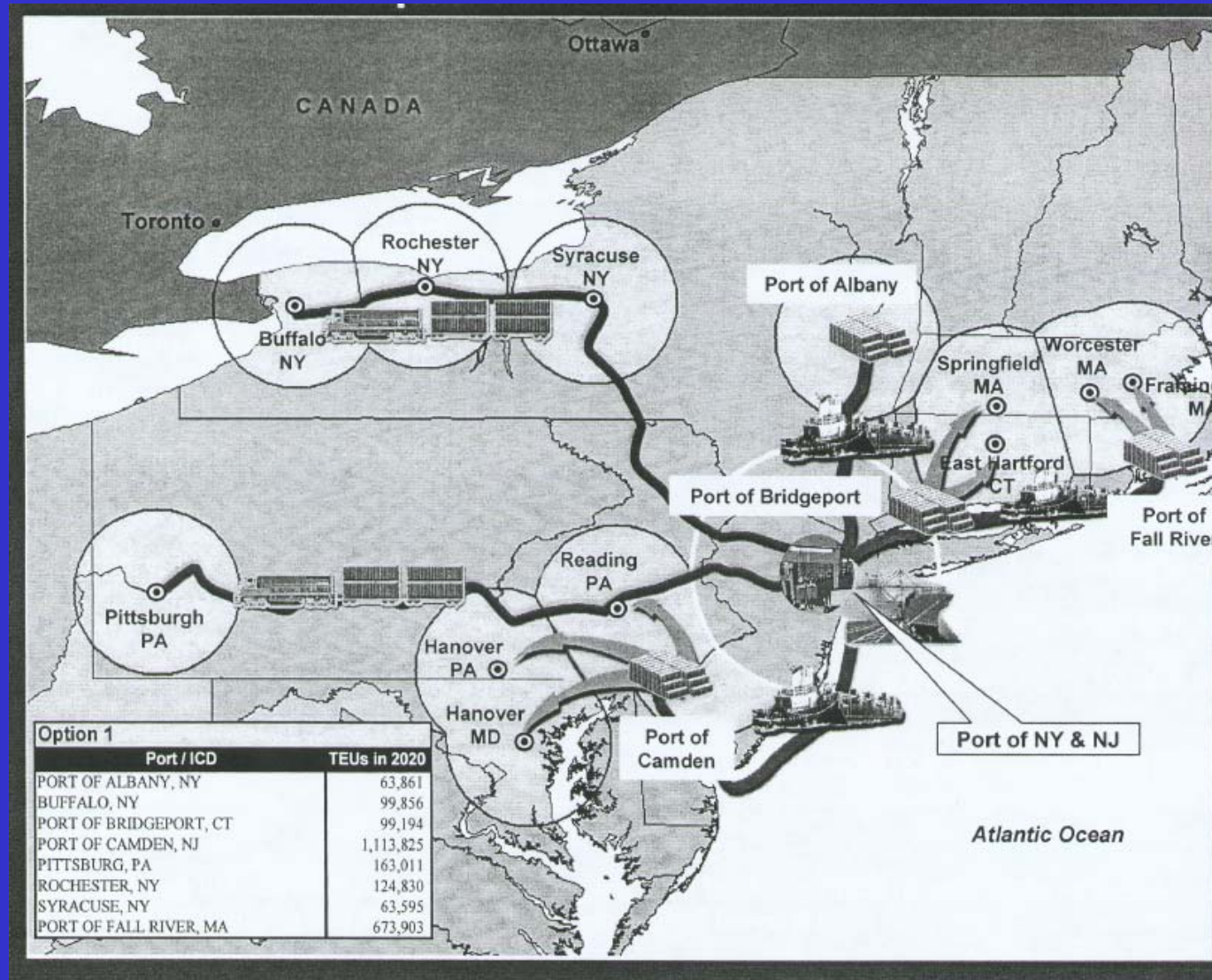
**Greater Bridgeport Regional Planning Agency
November 16, 2001**

ISSUES

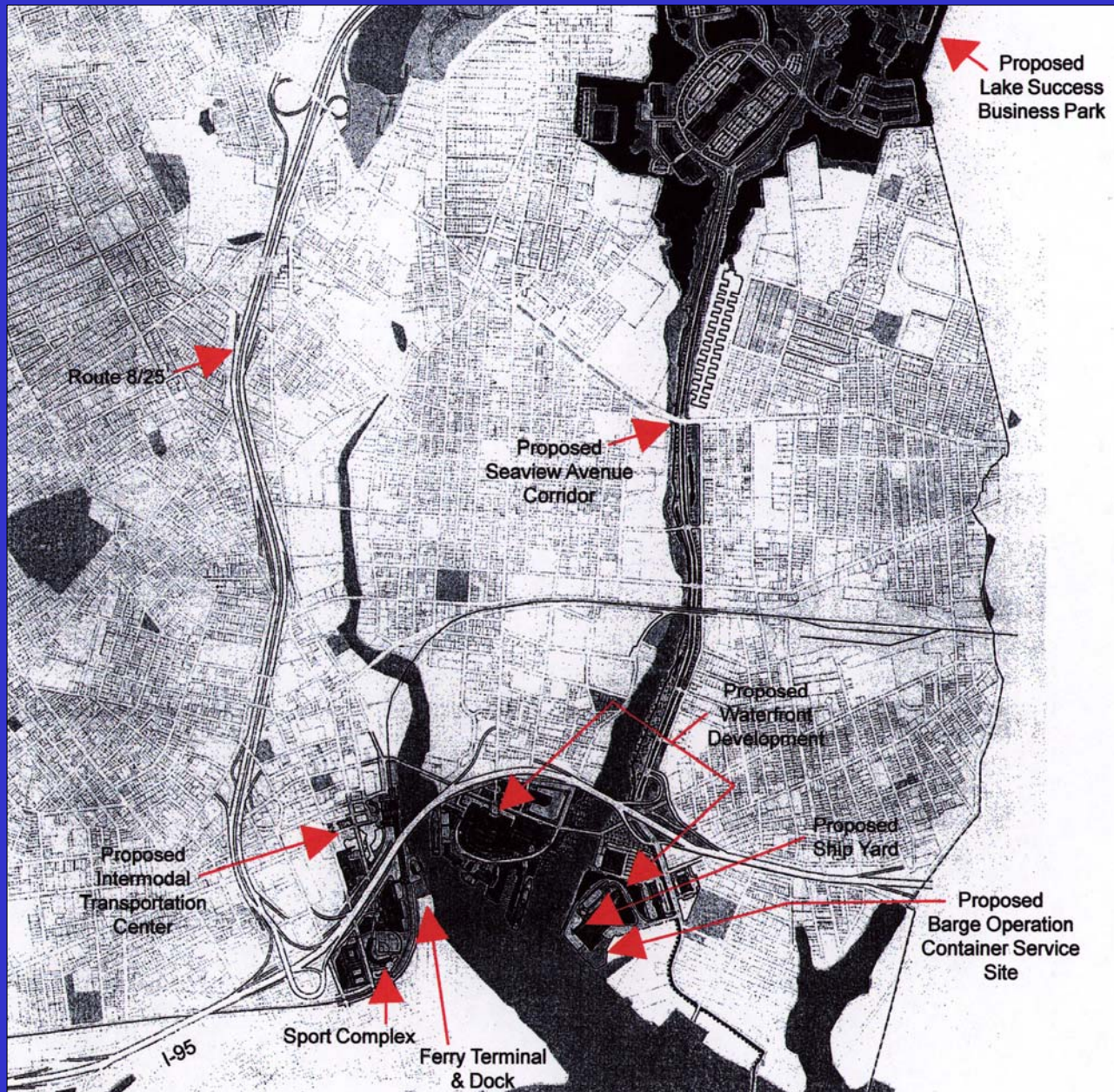
- REGION'S I-95 IS OVER CAPACITY
- FAIRFIELD COUNTY IS AN NON-ATTAINMENT AREA
- REGION'S RAIL FREIGHT TRANSPORTATION SERVICE IS LIMITED
- NY/NJ PORTS ARE CONGESTED
- BRIDGEPORT HARBOR IS UNDERUTILIZED

BACKGROUND

PORT ISLAND DISTRIBUTION NETWORK (PIDN) - PORT AUTHORITY OF NY/NJ



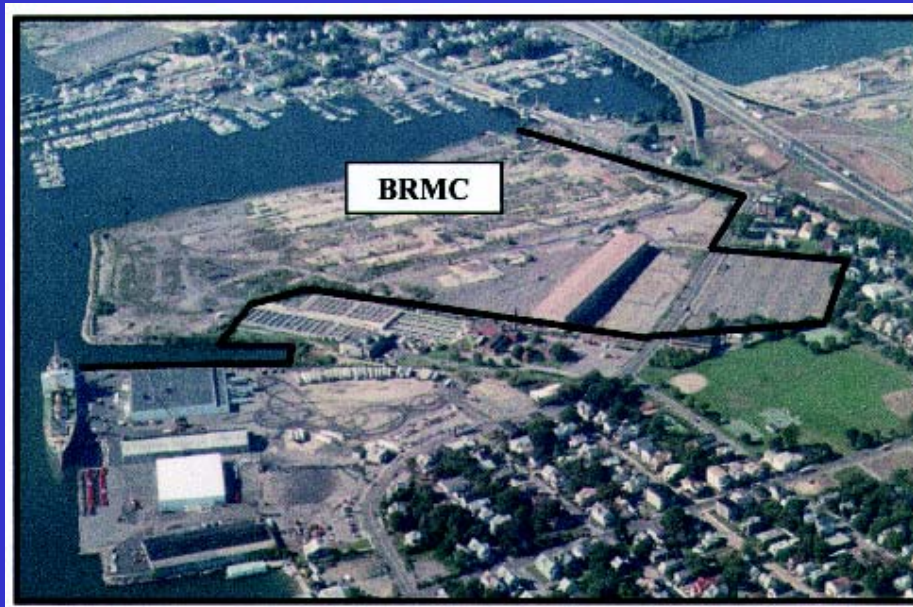
BRIDGEPORT HARBOR, CONNECTICUT



IS BRIDGEPORT THE IDEAL LOCATION?

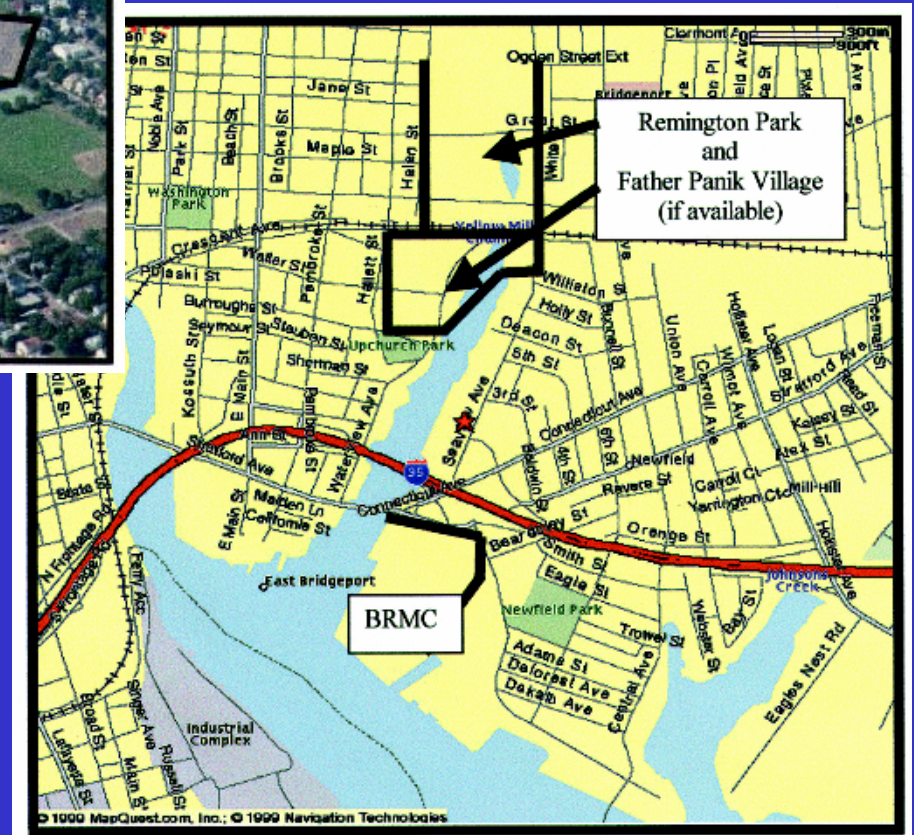
- **PORT CLOSE TO SHIPPING LINES**
 - **IDEAL ACCESS TO I-95**
- **AVAILABILITY OF PORT PROPERTIES**
- **ADEQUATE NEARBY UPLAND AREAS**
- **GOOD POTENTIAL OR REGIONAL
DISTRIBUTION CENTER**
- **MUNICIPAL PORT AUTHORITY**

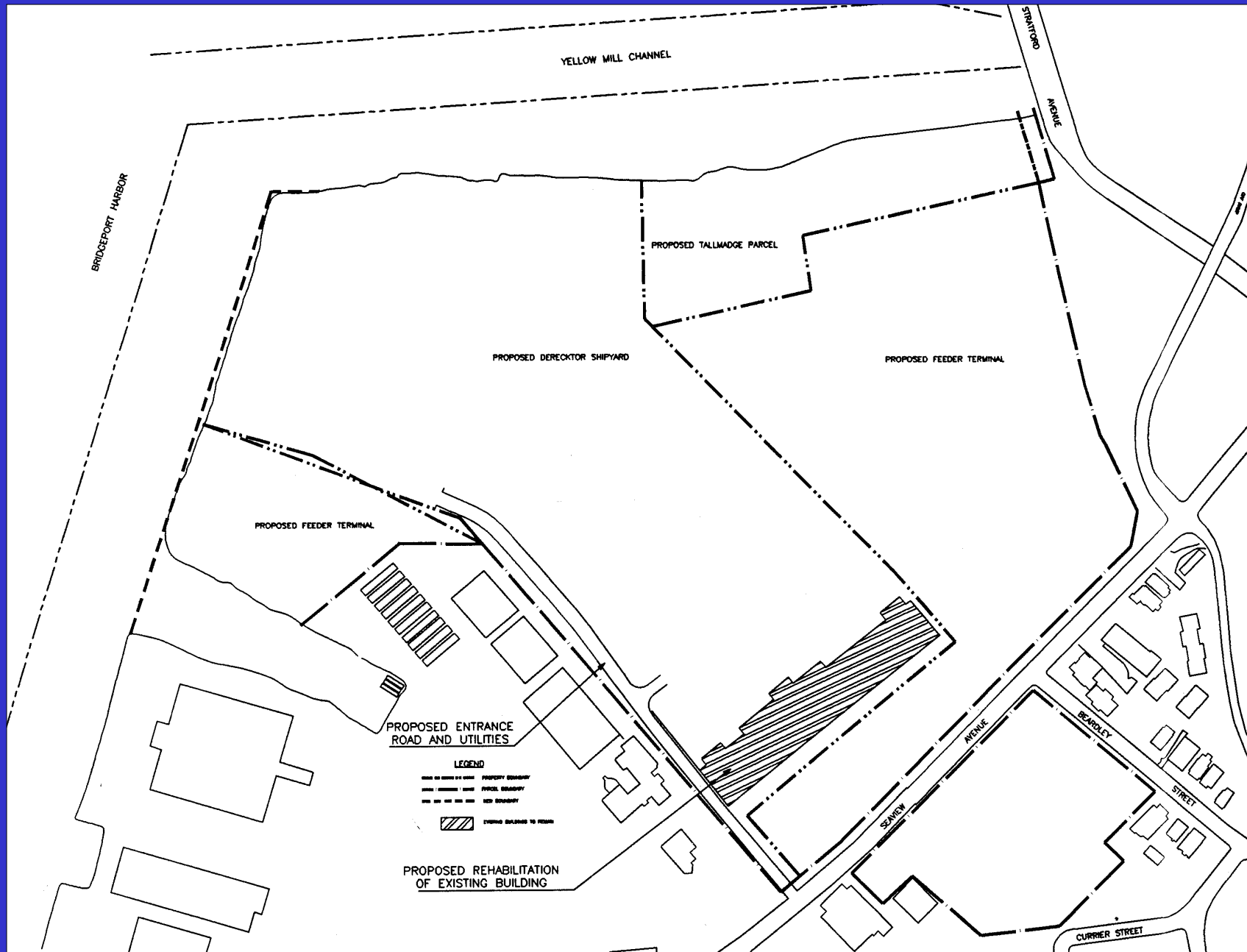
DISTRIBUTION CENTER POTENTIAL / BRIDGEPORT REGIONAL MARTIME CENTER



Proposed site

Proposed site and available "upland"





PROCESS

PLANNING PHASE

- FORMULATING PROJECT STUDY GOALS & SCOPES
- RECEIVING LOCAL AND REGION'S ENDORSEMENT
- OBTAINING STUDY FUNDS FOR FEASIBILITY AND MARKET STUDIES
- ESTABLISHING STUDY COMMITTEE AND SUPORT
 - City of Bridgeport
 - ConnDOT
 - Bridgeport Port Authority
 - Port Authority of NY/NJ
 - NYMTC
 - FHWA
 - Connecticut Trucks Associations
- COMPLETING PROJECT STUDY AND PLANS, January, 2001
 - Feasibility Study
 - Marketing Analysis
 - Environmental & Neighborhood Impact
 - Capital and Operation Coast

RECOMMENDED ROLL-ON/ROLL-OFF SERVICES

- **5-DAY BARGE SERVICE PER WEEK**
- **TRUCK RAMPS REQUIREMENTS**
- **TUG OR BARGE & HANDLING EQUIPMENT**
 - **60-90 BOXES PER DAY**
- **150,000 - 200,000 ANNUAL CONTAINERS**
EACH DAY

COST PER BOX FOR TRANSIT FROM PANY & NJ TO HARTFORD

	<u>RO/RO</u> ⁽¹⁾	<u>TRUCK</u>	<u>LO/LO</u> ⁽¹⁾
TRUCK	\$250	\$550	\$250
ASSESSMENTS & ROYALTIES	\$85	\$235	\$85
TUG AND BARGE	\$343	-----	\$524
TOTAL	\$678	\$785	\$859

(1) Via transfer barge service to Bridgeport

CAPITAL REQUIREMENTS

DOCK/STORAGE FACILITY **\$4,013,420**

Bulkhead

Fendering

Bollards

Paving

Lights

Fence

Parking Barrier

Fuel & Waste Oil Tanks

Sewer Pipe Ext.

Dredging

BUILDINGS (OFFICE & MAINTENANCE) **\$150,000**

Office Space, Equipment

Maintenance Buildings & Tools

Gruid Shak

Safety Items

CONTAINER HANDLING EQUIPMENT **\$1,500,000**

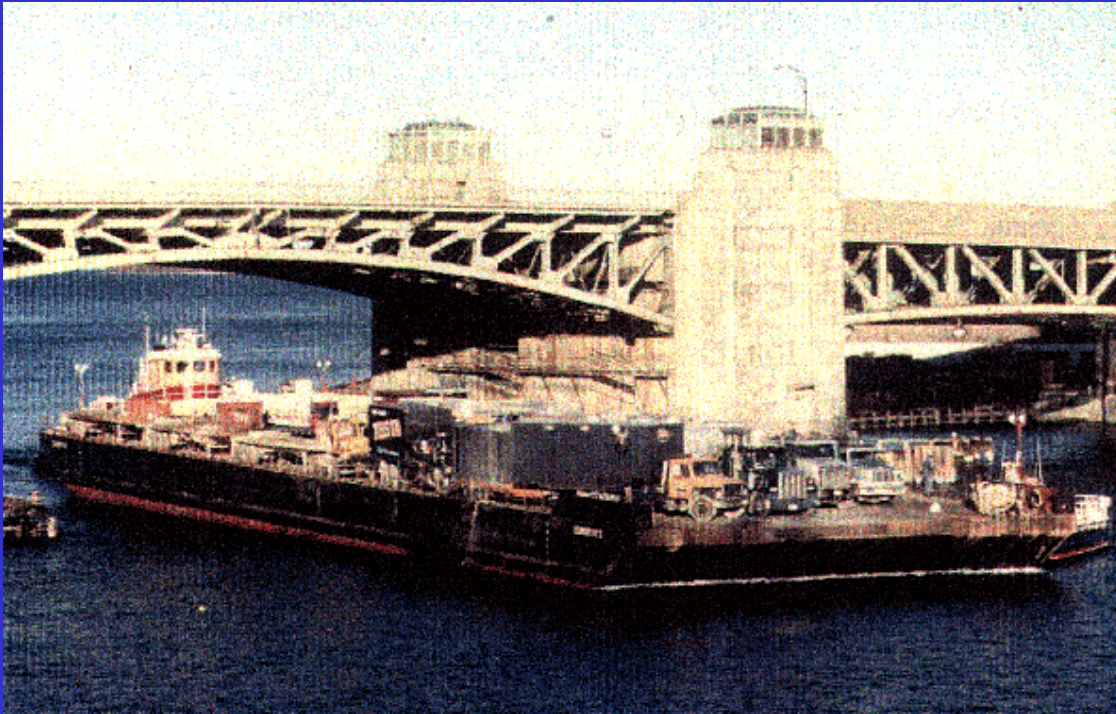
Yard Tractors

Container Handlers

Container Chassis

Ramp

TOTAL **\$5,663,420**



A Ro/Ro barge service

Yard tractor called "hostler"



GENERAL CONCLUSIONS

**A WATERBORNE CONTAINER FEEDER
SERVICE IS ECONOMICALLY AND
TECHNICALLY VIABLE**

**A COASTWISE WATERBORNE TRANSFER
SERVICE IS ENVIRONMENTALLY FRIENDLY**

**DIVERSION OF TRUCKS FROM I-95 TO A BARGE
SERVICE**

**REDUCTION OF HIGHWAY CONGESTION AND
IMPROVE SAFETY**

CREATION OF JOBS IN THE REGION

IMPLEMENTATION PHASE

- **PUBLIC INVOLVEMENT**

 - Local Regulatory Agency

 - State Law and Requirements

 - FHWA

- **FUNDING**

 - State Legislature

 - FHWA

- **OPERATING PLAN**

 - Operators

 - Port Authorities

 - Facility Improvement

 - Capital Cost

 - Operating Cost and Subsidy

 - Labor/Union

 - Environmental Impact Documentation

 - Environmental Permits